



Freight Transportation Profile—New York

Freight Analysis Framework

Understanding future freight activity is important for matching infrastructure supply to demand and for assessing potential investment and operational strategies. To help decisionmakers identify areas in need of capacity improvements, the U.S. Department of Transportation developed the Freight Analysis Framework (FAF), a comprehensive national data and analysis tool, including county-to-county freight flows for the truck, rail, water, and air modes. FAF also forecasts freight activity in 2010 and 2020 for each of these modes. Information about the methodology used in developing FAF is available on the Office of Freight Management and Operations' website www.ops.fhwa.dot.gov/freight.

The U.S. freight transportation network moves a staggering volume of goods each year. Over 15 billion tons of goods, worth over \$9 trillion, were moved in 1998. The movement of bulk goods, such as grains, coal, and ores, still comprises a large share of the tonnage moved on the U.S. freight network. However, lighter and more valuable goods, such as computers and office equipment, now make up an increasing proportion of what is moved. FAF estimates that trucks carried about 71 percent of the total tonnage and 80 percent of the total value of U.S. shipments in 1998. By 2020, the U.S. transportation system is expected to handle about 23 billion tons of cargo valued at nearly \$30 trillion.

New York

Table 1 presents information on freight shipments that have either an origin or a destination in New York. As shown in the table, trucks moved a large percentage of the tonnage and value of shipments, followed by the rail and water modes. Figures 1 and 2 show freight flows on the highway and rail modes.

Truck traffic is expected to grow throughout the state over the next 20 years. Much of the growth will occur in urban areas and on the Interstate highway system (Figures 3 and 4). Truck traffic moving to and from New York accounted for 9 percent of the average annual daily truck traffic (AADTT) on the FAF road network. Approximately 18 percent of truck traffic involved in-state shipments, and 13 percent involved trucks traveling across the state to other markets. About 61 percent of the AADTT were not identified with a route-specific origin or destination.

Table 2 ranks the top five commodity groups shipped to, from, and within New York by all modes. The top commodities by weight are nonmetallic minerals and petroleum or coal products. By value, the top commodities are transportation equipment and instruments, photographic or optical equipment.

Table 1. Freight Shipments To, From, and Within New York: 1998, 2010, and 2020

NEW YORK	Tons (millions)			Value (billions \$)		
	1998	2010	2020	1998	2010	2020
State Total	765	1,055	1,274	703	1,387	2,355
By Mode						
Air	2	4	6	137	306	565
Highway	583	804	973	520	996	1,657
Other ^a	40	59	75	6	13	22
Rail	69	96	119	30	51	81
Water	71	92	101	10	21	30
By Destination/Market						
Domestic	602	800	929	435	806	1,287
International	163	255	345	268	581	1,068

Note: Modal numbers may not add to totals due to rounding.

^a The "Other" category includes international shipments that moved via pipeline or by an unspecified mode.

Figure 1. Freight Flows To, From, and Within New York by Truck: 1998 (tons)



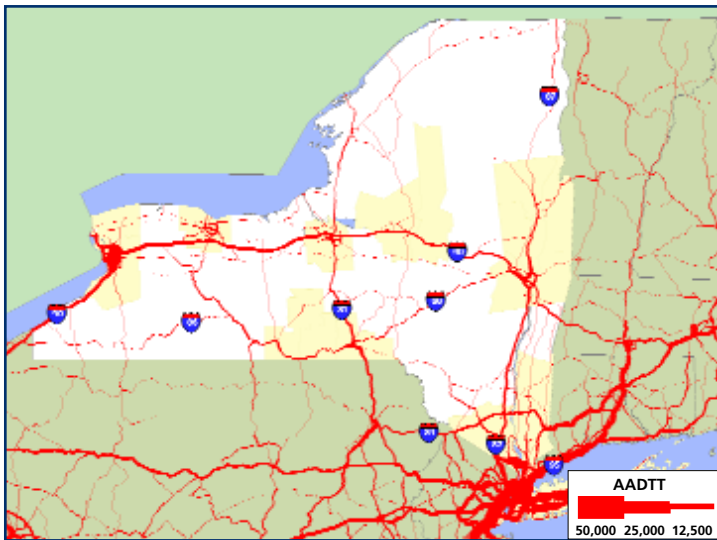
Federal Highway Administration

Figure 2. Freight Flows To, From, and Within New York by Rail: 1998 (tons)



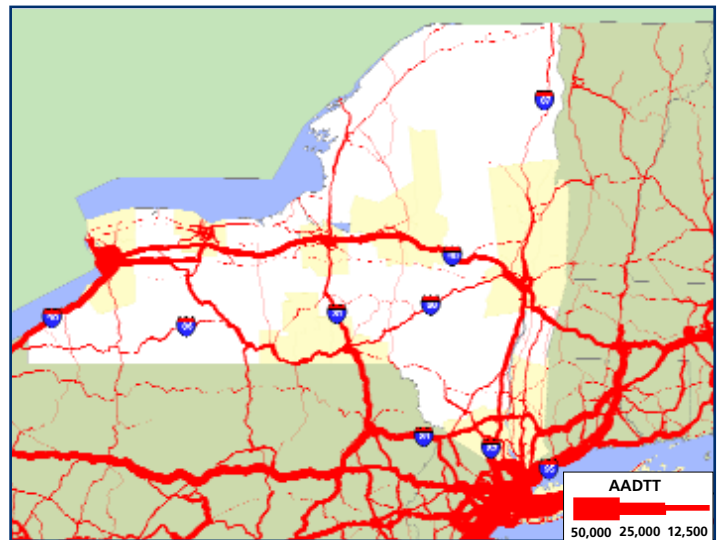
Federal Railroad Administration

Figure 3. Estimated Average Annual Daily Truck Traffic: 1998



Federal Highway Administration

Figure 4. Estimated Average Annual Daily Truck Traffic: 2020



Federal Highway Administration

Table 2. Top Five Commodities Shipped To, From, and Within New York by All Modes: 1998 and 2020

Commodity	Tons (millions)		Commodity	Value (billions \$)	
	1998	2020		1998	2020
Nonmetallic Minerals	205	214	Transportation Equipment	116	301
Petroleum/Coal Products	96	158	Instr/Photo Equip/Optical Equip	70	347
Clay/Concrete/Glass/Stone	62	122	Food/Kindred Products	59	232
Food/Kindred Products	61	147	Chemicals/Allied Products	56	165
Secondary Traffic ^a	53	130	Secondary Traffic ^a	55	201

^a Secondary traffic is defined as freight flows to and from distribution centers or through intermodal facilities. No commodities are assigned to this intermediate step in the transportation process.

For More Information, Please Contact

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A series of FAF products are available on the website noted below. FAF outputs include freight flow maps for states, modes, and gateways; detailed databases on traffic flows and commodity movements; information on the methodologies used to develop FAF; and forecast assumptions.

The U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) is also developing a series of state transportation profiles. For more information and to obtain a copy of the BTS reports, please call 202-366-DATA.



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